The HIP Times

The HEMTT Improvement Program (HIP) Times

A Quarterly Newsletter *December 2003* *Volume 10, Issue 4*

Heads Up

V5 Valve Rubbing

The V5 valve in the M978 HEMTT tanker control module can rub against a pipe elbow and wear away at the metal. This problem led to a requirement to inspect the V5 and elbow for signs of contact and, if there was contact, metal bands in plastic casing were used to pull the pipe elbow up and away from the V5.

Current HEMTTs are produced with a support bracket for the pipes that connect to the elbow, rather than the clamps. This support bracket is attached to the right rear hard lift bracket as shown on page 25-53, Change 6 of TM 9-2320-279-20-3.

TM 9-2320-279-24P-2 is missing this bracket. If you have the IETM, it is item 47A in figure 449, Sheet 2, but the part numbers are missing. If you have a paper manual the support bracket is missing entirely.

The part number and NSN for the support bracket are (45152) 3367485, 5340-01-491-3805.

If you need to replace the metal clamps that have supported your pipe and elbow, we recommend you switch to the bracket for a more positive support.

Jim Howard

Air Restriction Indicator

The next time you need an Air Restriction Indicator, P/N RBX00-7366, Item 5, Figure 38, TM 9-2320-279-24P-1, you're going to find out that NSN 6210-01-484-4850 is terminal.

The good news is that it has been replaced by P/N RBX00-2278. Ordering NSN 2940-01-203-2446 will get you what you need. Make the appropriate pen and ink change in your manual until the next update comes around.

Gerry Grothjan

Testing the Air Brake System

The purpose of this procedure is to provide a quick and sure way to test the complete HEMTT Air Brake System

Procedure:

1. Wheels will always be chocked at the start of this test.

NOTE

Leave at least three inches of play with front chock and about the same with the rear chock.

2. Release the parking brake *(push in the parking brake knob).*

3. Build up the air system until the air dryer purges, or until both needles on the air gauge indicate the maximum air pressure and stop moving.

4. Identify and drain the front system air tank *(#3 tank*). *Refer to the schematic for your particular vehicle.* The air pressure gauge green needle should come down, while the red needle stays up, when this tank is drained.

NOTE

If you drain the front air tank, and the red needle comes down with the green needle, stop here as you have a bad check valve.

5. Proceed to rock vehicle by hand. The vehicle should be able to move freely.

6. Step on the brake treadle, while observing the brakes. The front brakes should not apply, but the rear brakes should apply. *(You should be able to use the rear brake a minimum of 12 times before the red needle reaches a zero reading.)* Continue applying the brakes with a pumping action until the red needle reaches a zero reading.

7. Again, rock the vehicle by hand. The vehicle should still be able to move freely.

8. Close the front system tank drain and build up the air pressure to the maximum as stated in Step 3.

9. Open the drain on all the rear system air tanks *(#2 and #4 tanks*). Now the red needle on the air pressure gauge should drop to a zero reading and with the green needle staying at the maximum air pressure.

10. Step on brake treadle while observing all brakes. Front and rear brakes should apply and release a minimum of three times. Continue to apply brakes until air pressure is depleted, then check that parking brakes have actually applied.

11. Insure all the tank drains are closed and engage the parking brake (*pull out the parking brake knob).*

12. Rebuild the air pressure system (Step 3) and the test is complete.

If this test fails, refer to the air schematic for your model, for the proper installation of hoses and air valves and check air valves for proper operation.

NOTE

All brakes must be properly adjusted before this test procedure is done

Charlie Moore

Bridging News

Ahoy, all you Bridge Erection Boat captains

The TACOM Bridging Team has introduced a new Boat Hook for your USCSBMK model boat. It's telescoping from 48 inches to 96 inches, all aluminum with a rubber handle, floats, has new style hooks, and will fit in the current boat hook holders on the boats.

Order this hook under NSN 2040-01-470-4391, through your normal supply chain.

H-P Phillips

Crane Hydraulic Filter

If you're trying to order a crane hydraulic filter from Fig 412A, Item 10, TM 9-2320-279-24P-2, you will find part number EF50-G1454A is not a good

number. The good news is that P/N HH9800A16DNSBBTY123 CAGEC 06816 is a winner and crosses over to NSN 4330-01-192-1726, which will get you the part you need. Be sure to make the appropriate pen and ink change to your manual until the next update comes through.

Gerry Grothjan

Fuel Filter Elements - Fit

S9C has been investigating a problem with Coalescer Elements in the M978 HEMTT Tankers with the newer style API Filter Separator. It was reported that some of the elements don't fit the filter separator.

Basically, the elements were built in two different lengths. The difference being ½ inch.

This will be corrected. In the interim the contractor will provide a no cost replacement for any CA22-3SB element that does not fit the M978 API version of the Filter Separator. These elements are ordered under NSN 4330-01-458-9915.

If you receive a non-conforming element, please submit a QDR to DLA so that they can document the issue.

Jim Howard

Engine Adapter/Cover

In TM 9-2320-279-24P-1 you may notice that the adapter shown in Figure 13, Item 23 has the same part number and NSN as the cover shown in Figure 223, Item 36 even though they look different in the illustrations.

We checked into it and found that the items are, indeed, the same. It is the illustration for Item 23, Figure 13 that is wrong. The illustration in figure 223 is the correct one. This error will be corrected in the next revision but until then, make the appropriate notation in your manual about the discrepancy in Figure 13.

Gerry Grothjan

M984 Basic Wrecker

The Army is beginning the process of replacing all M984 basic HEMTT wreckers.

Please check your property books and let us know if you have any of the M984 basic HEMTT wreckers on hand. The LIN is T63093 and the particular NSN we are looking for is 2320-01-097-0248. This is the basic model wrecker with the HIAB crane.

Please send an email to branij@tacom.army.mil and include the MACOM, unit UIC and a POC.

Jill Brani

HEMTT Team Update

Current as of December 2003

Schrader, Loren, Team Leader	45151
Barkume, Jim - Supply	47511
Brani, Jill - Supply	46168
Carter, Walter - Maintenance	48896
Clawson, Craig - Supply	48533
Fiantaco, Marleen - Supply	47551
Grothjan, Gerald - Maintenance	48120
Howard, James – Senior Maintenance	48896
Linder, JoAnn – Supply Intern (SCEP)	47551
Moore, Charlnita - Maintenance	45644
Pardo, Casey – Log Management	45334
Shandor, Theresa - Supply	46557
Teufel, Gene - Publications	47511
Williams, Paul - Maintenance	47539
Wise, Bill - Supply	47100
Sims, Adam Sr. - Maintenance	46905

If you have any comments regarding recommendations for improvement of the newsletter, please send your comments by E-mail – schradel@tacom.army.mil or snail mail to USATACOM, ATTN: AMSTA-LC-CH/MS420, Warren, MI 48397-5000

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